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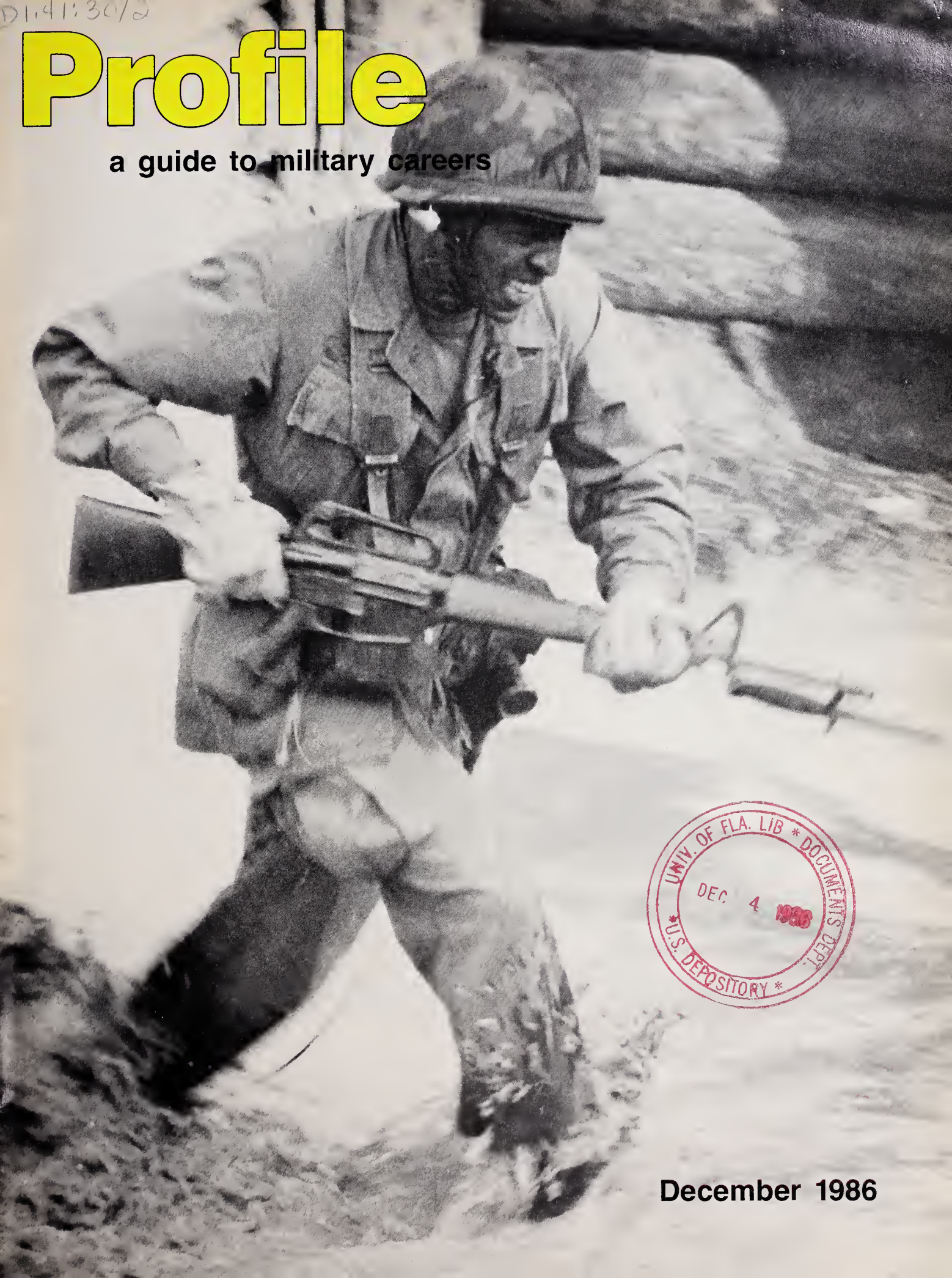
Profile

a guide to military careers



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December 1986

Next month's issue is PROFILE's annual "Basic Facts Edition," a ready reference guide to various aspects of military service. The February issue features a story on the Reserves. It also includes articles on Marine Corps tank turret repairmen, the Army Reserve's weekend drill, the Navy's boatswains mates, the Air Force's in-flight refueling operations and the Coast Guard's fire control technicians.

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Profile

a guide to military careers Vol. 30 No. 2 December 1986

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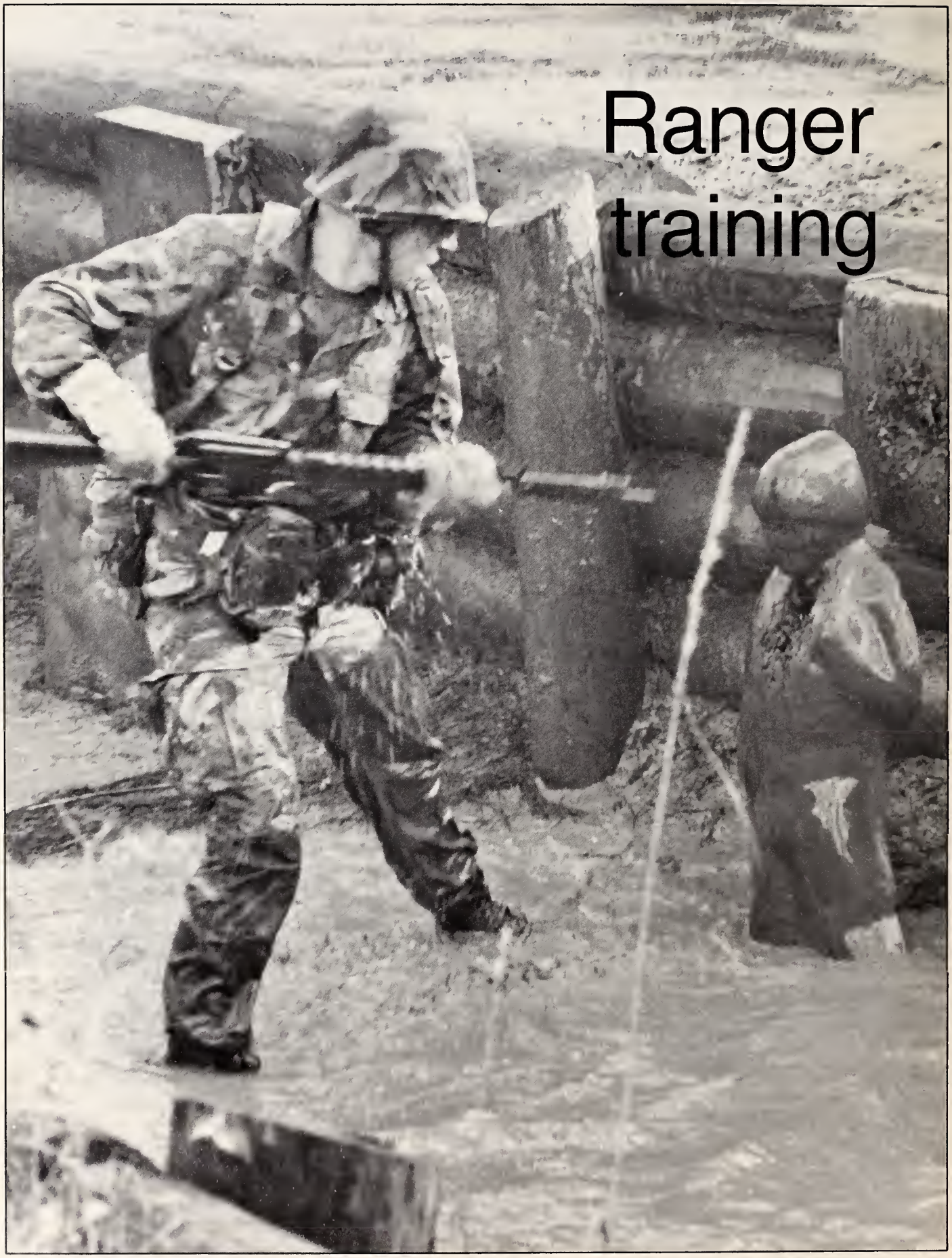
About the covers

Front: A Ranger student splashes his way through the bayonet assault course during his first week of training at Fort Benning, Ga. The 58-day course trains soldiers to become members of the elite Rangers.

Back: Senior Airman Richard Gluth, left, and Airman 1st Class Esteban White practice giving oxygen to "injured" pilot 1st Lt. Troy Lake during an exercise. Gluth and White are firefighter/rescuemen assigned to the 1st Tactical Fighter Wing Fire Department and Lake is assigned to the 27th Tactical Fighter Squadron, Langley Air Force Base, Va.


Ranger
training

story and photos by Karen Murdock

It's "o'dark thirty" and the sun won't be up for several hours.

The Georgia air is cold and the breath of the Army Ranger students hangs over their heads like smoke. Shouts of "Ranger!!!" punctuate the silence of the camp located in a wooded area of Fort Benning, Ga.

Two instructors finish a realistic demonstration of hand-to-hand combat maneuvers and the 178 students begin practicing the same moves, as they slam each other to the ground.

This is the sixth day of training for the Ranger students. If they can make it through the rigors of the 58-day course, "they'll have what it takes to be a member of the Rangers, an elite Army unit," explained Master Sgt. Clifford Taylor, chief instructor of Morgan Team at Fort Benning, Ga.

"People have a 'Hollywood version' of the Rangers, but the training shouldn't be glamorized," Taylor emphasized. "It's very grueling, both physically and mentally. The students are placed under a variety of physical stresses. They're exposed to the elements, suffer from lack of sleep and go without meals. At the end of this training, if the student can still perform, he's Ranger material and, upon graduation, is the proud owner of the black and gold Ranger tab (worn on the shoulder of the Army uniforms).

"The Morgan Team conducts the first eight days of training. We're here to weed out those who just think they want to be Rangers. Many men want the glory but few want the hard work. The school is completely voluntary. A student can quit at anytime. In fact, the Morgan Team does everything it can to 'encourage' people to quit," Taylor explained. Training is not open to women because the Rangers are used in combat.

Ranger training is conducted in four phases. After students complete the Morgan Team at Fort Benning, they begin the second phase by learning patrol maneuvers at various sites on Fort Benning and nearby Camp Darby. The mountain Ranger camp at Dahlonega, Ga., and desert training at Dugway Proving Grounds, Utah, make up the third phase of Ranger school. The remainder of the training is conducted at the Florida Ranger Camp on Eglin Air Force Base, Fla., where the students learn jungle warfare.

"Ranger training is mainly designed for the officer corps. Lieutenants coming out of the Infantry Officer Basic Course and captains from the Advanced Infantry Course make up 80 percent of the 14 Ranger classes conducted annually. The other 20 percent are enlisted men in leadership positions within the Ranger battalions," Taylor said.

"Life in one of the three battalions is where the real Ranger community is. The course is only 58 days. The Ranger battalion members do all the things the students do, plus much more. They train constantly and are on a two-hour alert status 24 hours a day for any emergency which may arise.

"Each Ranger battalion consists of approximately 550 Rangers. However, not every Ranger battalion member has attended the 58 days of training due to the limited number of class seats available," Taylor explained. "But each battalion member is just as much a Ranger as anyone who has gone through the school and wears the Ranger tab. Tell the men who haven't attended this training they aren't Rangers, and there's going to be a fight," he said.

The three Ranger battalions are located at Fort Benning; Hunter Army Air Field at Savannah, Ga.; and Fort Lewis, Wa. Battalion training includes arctic survival and winter warfare conducted in Alaska, jungle warfare operations in Panama, and desert training at Fort Bliss, Texas, or Fort Irwin, Calif. The Rangers also deploy to Germany yearly to train with other NATO groups.

"The battalions train daily in everything from light

A Ranger student stabs at "the enemy" while maneuvering through the bayonet assault course.

Two Ranger students practice hand-to-hand combat moves during the early morning hours.

infantry tactics to special operations such as hostage situations. We have to be ready for anything. The 1983 Grenada mission was a classic Ranger operation," Taylor said. "We went in, hit hard and then stepped down. The Rangers don't provide sustained, long-range combat action; we go in for the initial strike and then withdraw to allow other combat forces to complete the mission.

"There's no Ranger enlistment option available. Very few men could enlist, go through basic training, Advanced Individual Training (AIT) and then come through Ranger school," Taylor emphasized. "They wouldn't have the necessary military knowledge. Much of the information the Ranger school covers is an overview of basic soldiering skills.

"A young man desiring to become a Ranger should go through basic training, AIT and then request assignment to a Ranger battalion to get the needed experience before coming to school. There are 56 prerequisites (such as weapons and radio communication skills, map reading, plus passing the physical fitness and swim tests) a commander must verify before recommending a soldier for Ranger school," he said. "The majority of the students are also airborne qualified; however, that's not a prerequisite to becoming a Ranger."

Taylor turned to watch the 178 students on their way to becoming Rangers finish up with the hand-to-hand combat training and then prepare for the road march to the survival training site located deep in the Georgia woods. Once again, the shout of "Ranger!!!" fills the air.

"There's a lot of pride in being a Ranger," Taylor concluded. "This class knows that when they graduate in 52 days, they've really accomplished something. They're Rangers."

The Ranger students prepare themselves for a parachute jump. Although students don't have to be airborne qualified to attend Ranger School, the majority have gone through airborne training.

Ranger students crawl through a barbed wire obstacle that's part of the bayonet assault course.

newsbriefs

Ship out to shape up

New Army recruits who show a lack of upper body strength are being diverted from basic training for up to three weeks to give them a chance to improve their physical condition.

Male trainees who can't do more than 13 pushups, along with women who can't do at least one pushup and hold themselves at chin level on a pullup bar for 20 seconds, are assigned to special fitness training units.

"Army training officials have found that too many recruits fail basic training because of insufficient upper body strength," said Lt. Col. Robert Hoffman, a staff officer at the Soldier Physical Fitness School, Fort Benjamin Harrison, Ind. "So the fitness training units take charge of these trainees." Supervised by a cadre from the Soldier Physical Fitness School, the trainees work on conditioning and study basic soldier skills.

The basic skills training is designed to give otherwise low-level performers an edge over their contemporaries once they return to the mainstream, according to Hoffman. Once the men can do 20 pushups and the women can do seven, they join a regular basic training unit. If they fail to meet these standards, they can be discharged.

Ships' logs available for viewing

The official logs for Navy ships in service before June 1945 are being stored in the National Archives in Washington, D.C.

Every U.S. Navy ship keeps an official log—an hour-by-hour record of operations, activities and people. Visitors can look up a ship's role in some major world event or search for the day a Navy ancestor or living relative reported aboard. For a small fee, photocopies will be made.

The Archives will issue research permits at the door to grant access to the ships' logs.

New ROTC cadet command activated

The U.S. Army Reserve Officers' Training Corps (ROTC) Command has been activated as a major subordinate command of the U.S. Army Training and Doctrine Command (TRADOC) at Fort Monroe, Va.

Maj. Gen. Robert E. Wagner is the first commander of an organization that recruits and trains approximately 60,000 ROTC cadets on more than 400 university campuses throughout the country.

"ROTC currently produces 75 percent of the second lieutenants entering the Army. Approximately 70 percent of all general officers are ROTC graduates," Wagner said.

"Our mission is to commission the future officer leadership of the U.S. Army. We're going to accomplish this through 'Operation Goldstrike,'" he explained. Operation Goldstrike (referring to the gold bar of a second lieutenant) is a program of standarized, tough training designed to provide motivated and technically competent lieutenants with the skills required to meet the demands of tomorrow's Army.

New medal designed for POWs

The image of an eagle surrounded by barbed wire and bayonet points has been selected as the main design for a new medal for U.S. prisoners of war.

Defense Department officials said the medal could go to more than 140,000 service members and next of kin, but it will not be ready for distribution for at least a year.

The final design was selected in June by a joint service panel from among 323 proposals. It was designed by Jay C. Morris, a civilian employee of the Army's Adjutant General's Center in Washington.

A description of the circular medallion details an eagle standing "with pride and dignity, continually on the alert for the opportunity to seize hold of beloved freedom."

The back of the medal has a space in which the recipient's name would be engraved. It also contains the inscription: "For honorable service while a prisoner of war."

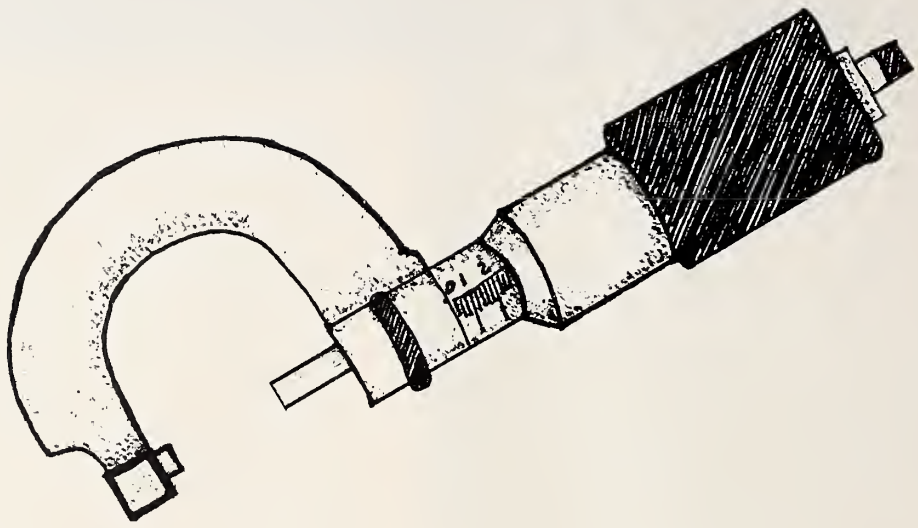
Congress created the medal as part of the fiscal year 1986 Defense Authorization Act. It will be awarded to any military member who was taken prisoner after April 5, 1917.

DoD officials estimate more than 142,000 service members were taken captive in World War I, World War II, the Korean War and Vietnam War, with at least 17,000 dying in captivity.

The services will issue specific eligibility criteria, DoD officials said. The bill authorizing the medal, however, permits next of kin to receive posthumous awards and permits only personnel with honorable service as POWs to receive it.

The new medal is rated as the highest decoration for service. That places it behind decorations for valor and for achievement.

The Army's Institute of Heraldry oversaw the competitive design process and will supervise the contracts for its manufacture.



Gauging Effectiveness

story and photos

by Rick Johnson

Gauges play an important part in maintaining the machines and equipment we use in our everyday lives. In our cars, for example, they show us how fast we're traveling, how much fuel we have or the temperature of the engine.

Gauges also are essential to Navy personnel. Ships and aircraft cannot operate safely or effectively without accurate instruments to monitor speed, depth, pressure and temperature.

The responsibility of ensuring that these instruments function properly belongs to the men and women trained as Navy instrumentmen (IM).

"We perform the maintenance and calibration on quantitative-measure items such as pressure gauges, micrometers, altimeters and thermometers," explained Petty Officer 1st Class John A. B. Greulich IV, an instructor at the instrument school, Great Lakes Naval Training Command, Chicago, Ill.

In addition to working on quantitative-measure

A student at the watch and clock repair school at Great Lakes works on a part for a watch using a minilathe.

instruments, the instrumentmen's diversified skills enable them to repair and perform preventive maintenance on items ranging from electric typewriters and copier machines to clocks and watches—necessity items which can't be sent out for repair when the ship is out to sea.

"A common item brought in to Mechanical Instrument Repair and Calibration Shops (MERCS labs)," he said, "is the pressure gauge which is used for measuring pounds per square inch (psi) in fuel or hydraulic lines on ships."

"Through excessive use," continued Petty Officer 1st Class Judy Allen-Kunz, an instrumentman assigned to the IM school, "these gauges sometimes loosen up and fall out of their acceptable lower and upper calibration limits. It's then our job to set them back within the proper specifications by using special equipment called standards."

"If we can't make the required adjustments because the instrument is damaged," Greulich added, "we will then repair it, if possible, or replace it."

Training for instrumentmen is conducted at Great Lakes where the 54-week self-paced school provides instruction in math, basic electricity and electronics and hands-on training. During this hands-on phase, students practice calibrating different measuring devices as well as repairing small pieces of equipment.

In one portion of the course's final phase, students must disassemble a typewriter, make any required adjustments or repairs and then put it back together ensuring proper working order.

Additional training includes a 12-week watch and clock repair course at Great Lakes and approximately 12 weeks of advanced instruction at the precision, mechanical and physical calibration school at Lowry Air Force Base, Colo.

"When an instrumentman completes school and reports to his first ship, it doesn't take long to realize the importance of the job," Greulich concluded. "The new IM can see that all of those small gauges and instruments he learned about are now connected to giant boilers and engines, which in turn, guarantee the safety and effectiveness of the ship, crew and their mission."

tidbits and technology

Health benefits from defense technology

Defense-related technology resulting from research and development has made key contributions to consumer-oriented applications in medicine, transportation, energy, safety and even home appliances.

Perhaps the most important social contributions of Department of Defense-sponsored research are in the fields of science and medicine. Laser research for space communications led to a dramatic new application for delicate eye surgery. Carbon dioxide lasers are being used more and more to make cleaner cuts in surgery.

Small solid-state sensors, developed for spacecraft fuel-gauging systems, are being used in brain scanners. Many electrical and mechanical components required for artificial heart and kidney machines were made possible through the miniaturization of space systems' components. DoD research led to the ultra-high-speed dental drill.

The wheelchair for quadriplegics operated by eye movements was a contribution of DoD research, as were missile fuel derivatives now used in the treatment of tuberculosis and mental illness. Many hospital procedures developed to treat battlefield wounds are now being used in civilian medical practice, including better preservation of blood and blood components, cream for burns, bone tissue preservation and replacement techniques.

Male, female recruits cite different incentives for joining

Within the bounds of present law and its ban on women in combat, male and female recruits are offered the same career opportunities in the military, get the same training and hold down the same jobs.

But a Department of Defense study shows they probably weigh a whole different set of variables when considering military service in the first place.

The study concluded that a young woman's decision to enter the military may be influenced not only by her own attitudes, perceptions and goals, but also by those of others—the values, beliefs, and definitions of role-appropriate behavior prevailing in American society.

The study was conducted at the request of Congress to evaluate young women's attitudes toward enlisting in the military—particularly in light of the projected decline in the size of the 17 to 21 year old male youth population and increases in employment opportunities provided by an improving economy.

According to the study, society's changing attitudes are reflected in the increase of active duty females from 42,000 in 1971 to nearly 201,000 in 1984.

Research by the National Opinion Research Center of the University of Chicago confirms that society increasingly accepts female service members, even in traditionally male-dominated fields.

The study found that:

- Thirty one percent of Americans questioned felt that there should be more women in the Armed Forces and 53 percent thought that the number was "about right."
- The majority of respondents said that, assuming proper training, military women should be assigned to non-traditional as well as traditional military duties. It was found that 84 percent approved of women as military truck mechanics, 73 percent as jet transport pilots, 62 percent as jet fighter pilots, 59 percent as commanders of large bases, 57 percent as crew members on combat ships and 35 percent as soldiers in hand to hand combat.
- More than 50 percent of those questioned felt that if the draft were reinstated, women as well as men should be drafted.

Naval terms

Here's a brief history on how certain terms came to be used in the Navy.

Log Book—Early ships' records were inscribed on shingles cut from logs and hinged so that they opened like a book. The name, log book, was logical and has lasted into present times.

Starboard side—Because the Vikings shipped their star or steering oar on the right side of the vessels and called the side of a ship "board," the right hand side of vessels has ever since been designated as the "starboard" side.

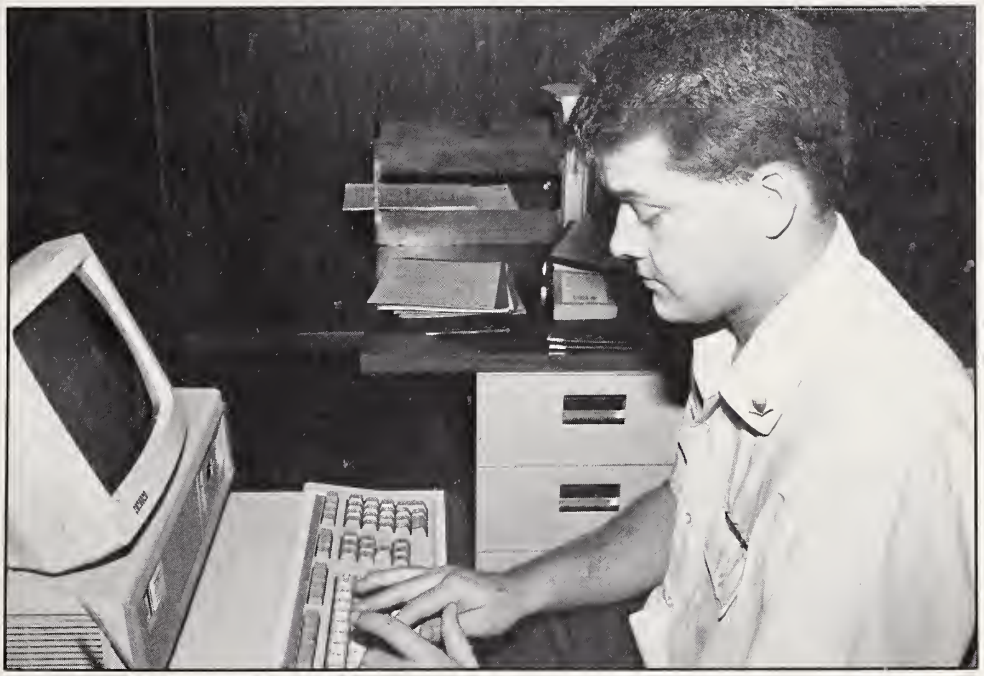
Army to train Air Force security police

The Army will begin training Air Force security police in basic combat skills at Fort Dix, N.J., in October 1987, officials have announced.

Under a joint service agreement signed by Army and Air Force chiefs of staff last year, the Army will assume responsibility for ground combat training of security police. The two services agreed that the Army was better suited to teach such skills.

Currently, the Air Force trains its security police in skills such as weapons, individual and squad tactics, map reading and communications at Camp Bullis, Texas. But beginning Oct. 9, 1987, all enlisted members in grades E-4 and below will receive the 23-day training from the Army.

Office Experts



Petty Officer 3rd Class Gore enters personnel data into the PMIS.

story and photo
by Rick Johnson

The Coast Guardsman was being transferred soon to another command. Before leaving, however, he needed to take care of some important administrative matters such as reenlisting, having new identification (ID) cards prepared for himself and his family, picking up orders and ensuring his personnel file was up to date.

Taking care of these matters would make the difference between a pleasant or hectic transfer. The Coast Guard yeoman (YN) plays the key administrative role in ensuring this service member's transfer will be trouble free.

Yeomen prepare all the paperwork for a servicemember to reenlist, receive new ID cards, receive orders and ensure all information within his personnel file is up to date before departure.

"YNs are responsible for maintaining an effective administrative flow of paperwork," explained Petty Officer 1st Class Jeffrey Jessee, senior yeoman on board the Coast Guard Cutter Tampa. "Yeomen perform the command's clerical duties. We type, we file and we operate office and duplicating equipment. Our responsibilities include preparing and routing correspondence and reports and maintaining official publications. We also provide crewmembers with administrative legal assistance, such as typing wills.

"On the Tampa, yeomen also maintain the service records of the entire 105-man crew," Jessee added. "These records include important information on each crewman, such as awards received, military and civilian schools attended, pay entitlements, enlistment and advancement data and personal history documentation."

At the present time, there are only five cutters in the Coast Guard which maintain service records on board. All other cutters have transferred their records to Personnel Reporting Units at their respective Coast Guard stations.

Although service records are not maintained on all cutters, YNs are still assigned on board to take care of all the other administrative duties.

In order to perform the job more effectively, YNs use the Personnel Management Information System (PMIS). "The PMIS computer system allows us to maintain up-to-date information," Jessee said, "such as a person's reenlistment data, his leave (vacation) status and his pay entitlements."

Coast Guard yeomen learn administrative skills by attending a 12-week school at the Coast Guard Training Center, Petaluma, Calif. "The school provides instruction in processing ID cards and leave papers, filing correspondence and maintaining service records," Jessee said. "Students also learn how to research administrative information using military correspondence manuals as their reference guide.

"Advanced training on the PMIS is available to YNs through two courses at Petaluma," he added.

"For me, there's a lot of personal satisfaction in being a YN and being able to provide an essential service to fellow Coast Guardsmen," Jessee concluded.

Race for life

story and photos
by Linda Mitchell

As the F-15 jet nears the air base, the pilot radios in to the control tower that he has smoke in the cockpit and a malfunctioning oxygen system.

Quickly, the pilot makes his final landing approach, as fire department rescue and firefighting trucks race to the aircraft's designated landing site.

Three-man firefighter/rescue crews arrive by truck at the scene, with rescue gear and first aid equipment. As the F-15 prepares to touch down, rescuemen activate a barrier cable arresting system which stretches across the runway. The pilot lowers his wheels and cable hook to snag the awaiting barrier cable.

Seconds after the aircraft stops, a rescueman establishes radio contact with the pilot. A second member of the team quickly inspects the aircraft for unexploded ordnance and possible fuel leaks. The third team member evaluates the pilot's condition. If the pilot is unable to shut down his aircraft's engines and other systems, the rescueman will. Rescuemen then extract the pilot from the cockpit. They take him to a safe distance away from the jet and administer any needed first aid.

"Most emergencies we're involved with are similar to this one, where the pilot gets out safely," said Senior Airman Mark Fried, a firefighter/rescueman in the 1st Tactical Fighter Wing fire department, Langley Air Force Base, Va. "To sharpen our rescue skills, we do monthly extraction exercises with a pilot sitting in a cockpit. We also practice structural fire rescues.

"Structural fire rescue procedures differ from aircrew extractions," Fried said, "because we must first determine whether or not people are still in the building and if so, how many and where?"

After seven weeks of initial firefighting training at Chanute Air Force Base, Ill., followed by a year of practical experience, firefighters are eligible to attend a two-week advanced rescueman school at Chanute. For their final test, students must make several training rescues while blindfolded.

"The blindfold test simulates working in dark, smoke-filled conditions," Fried explained. "The specially-designed underground tunnel, where the students are tested, has moveable walls which the instructors switch around after blindfolding the trainees. Trainees must rely on their senses of hearing and touch to rescue four dummy 'victims' in the 20 to 30 minutes allotted by their oxygen backpacks. Because no two buildings or aircraft are alike, this training teaches rescuemen to react quickly and safely in all situations."

School instructors emphasize that smoke color is a determining factor in every firefighting and rescue decision. "The color indicates what chemicals or materials are burning and whether they're poisonous. A split-second color change could indicate that the fire is about to explode," Fried explained.

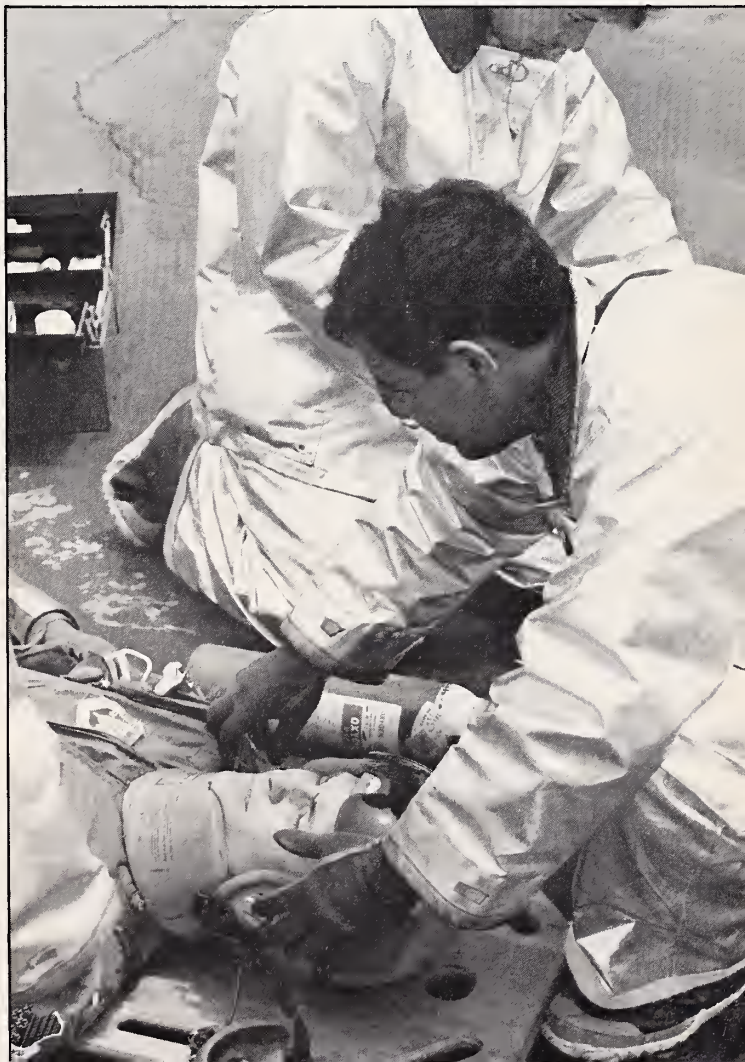
"'Reading' the smoke correctly, in those few precious seconds, could mean the difference between life and death for everyone involved."

"Each emergency differs from the last," Fried said. "Our varied training enables us to meet the challenges of each situation with confidence."

Far left: Firefighter/rescueman Staff Sgt. Michael Rothe, 1st Tactical Fighter Wing fire department, Langley Air Force Base, Va., mans the aerial hose of the P-15 crash truck as it and the P-10 rescue truck speed to the scene. Left and above: Firefighter/rescuemen arrive at the exercise accident scene and prepare to remove 1st Lt. Troy Lake from the cockpit of the "crashed" aircraft.

ove: Four firefighter/rescuemen carry the "injured" ot away from the aircraft.

ght: Senior Airman Richard Gluth, background, and Airan 1st Class Esteban White practice giving first aid to t Lt. Troy Lake.



Feeding the troops

When soldiers go out for field training, dining facilities follow

Specialist Four Warren places pineapple slices on a tray to begin making pineapple upsidedown cake which the troops will have for dessert.

story and photos by Karen Murdock

Soldiers know going to the field for a combat training exercise means leaving their "comforts of home" to work irregular hours while on guard duty or radio watch. Being in the field also means setting up and living in a "tent city."

Although being in the field requires soldiers to be without many of the daily comforts and conveniences, it doesn't mean they must sacrifice eating well. Soldiers can look forward to hot meals because when they go to the field, the dining facility personnel go with them.

"Setting up and operating a dining facility in the

field isn't much different then doing it on a post," explained Sgt. 1st Class Tony E. Smith, Headquarters, 1st Support Command Dining Facility manager at Fort Bragg, N.C., in charge of the 44th Medical Command field dining facility. "The mission is the same—to feed the troops. Our job is to ensure everyone, whether in the field or back on post, gets the proper nourishment."

The cooks' day begins at 3:30 a.m. preparing bacon, sausage, creamed beef on toast, scrambled eggs, french toast, grits, cereals, milk, a variety of juices and coffee for the soldiers' breakfast. For their dinner meal, soldiers have vegetables, fruit, bread, soft drinks, ice tea, coffee and two meats to choose from.

However, lunch in the field is a different matter. Soldiers receive Meals, Ready to Eat (MRE) which are prepackaged, dehydrated, nutritionally balanced meals which are reconstituted by adding water.

"Back on post, the dining facility has established hours. In the field, it's our job to make sure everyone is fed, no matter what their schedules. Many soldiers may have guard duty during chow time. When they're off duty, we ensure they have the opportunity to eat, no matter what the time," Smith emphasized.

"Another thing we emphasize is sanitation. Sanitation is necessary in any dining facility, especially in the field. The dining facility staff must keep up on personal hygiene and ensure all the equipment is thoroughly cleaned and disinfected after each use," Smith said.

To store the perishable items such as meat, milk and eggs, a generator keeps a refrigerated storage compartment at the proper temperature. "We also operate back-up units in case the main generator breaks down," Smith explained. "Cooks learn, by on-the-job training, how to operate and maintain all the field dining equipment.

A food service worker ladles cornbread dough onto the cooking sheet.

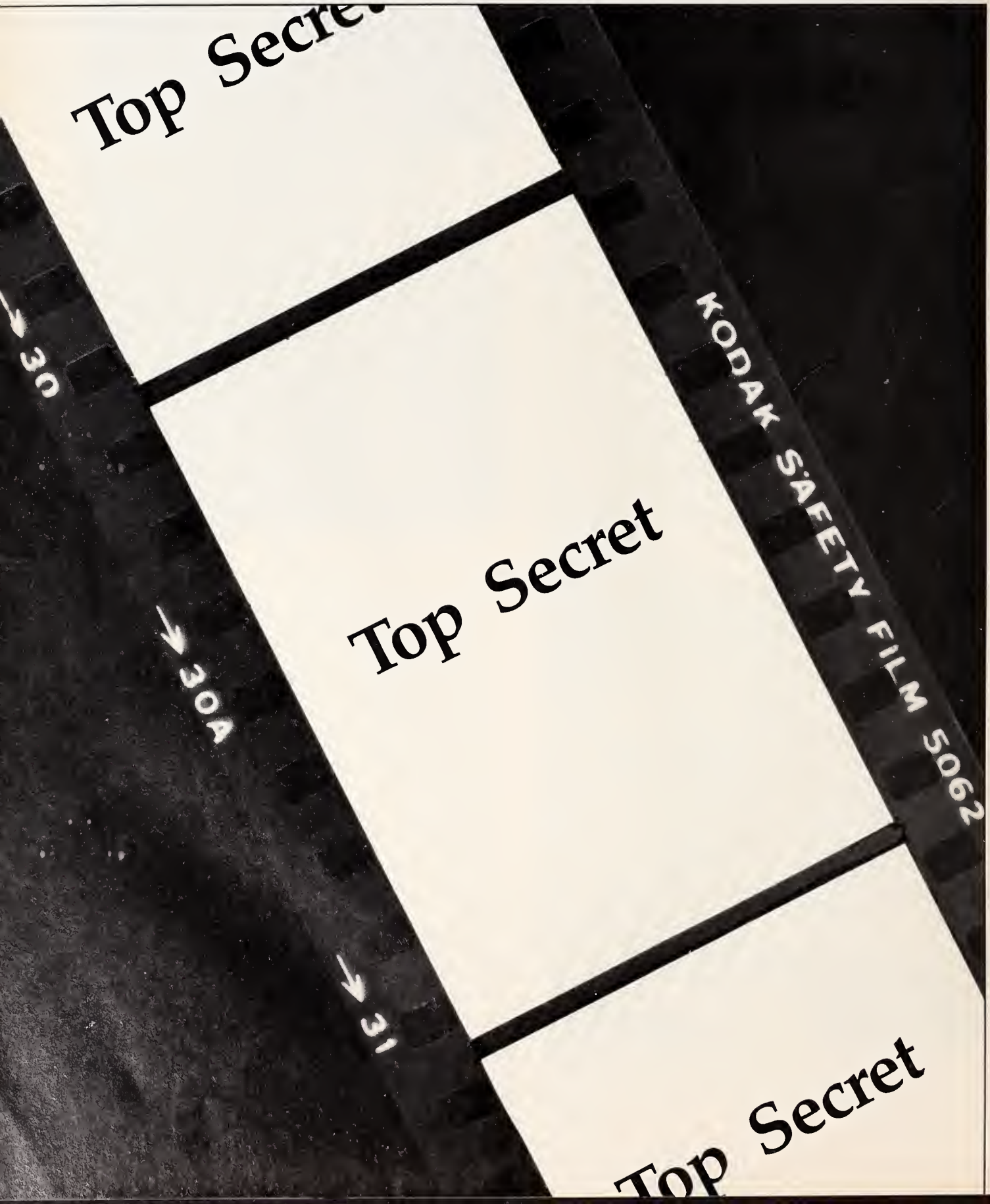
A cook lifts the lid of a field stove to check the progress of the vegetables.

"People entering the Army to become cooks finish basic training and then go to school for a six-week course either at Fort Jackson, S.C. or Fort Lee, Va. At school, students learn the basics of food preparation, cooking and dining facility sanitation," Smith said. "After reporting to their unit, they train for field duty by learning field stove operation, keeping food warm and appetizing, field sanitation and operating immersion heaters (heaters that sit inside metal cans that heat water for washing equipment.) Once cooks learn the basic field principals, they attend a short field training exercise to gain practical experience."

The field dining area of the 44th Medical Command is located in large camouflaged tents. "We have the capacity to feed 300 people at each meal," Smith said. "The tables are covered with plastic tablecloths with salt and pepper shakers at each table. Outside the tent, the cooks erect a small wash stand complete with hot and cold running water, soap, paper towels and a mirror so soldiers can clean up before eating.

"All the things we do for 'home-away-from-home' dining in the field require a little more work on our part. But it makes a difference in the soldiers' morale," he added. "We take pride in getting our soldiers fed and fed well. It means a lot when a soldier comes up after a meal and tells us the food was great."

Gathering intelligence



for the nation's defense

story and photos by Karen Murdock

A man lurks in the dark of night, waiting for his contact to bring him stolen national secrets. After the transaction is completed, it's a race against the clock to get the top secret information back to headquarters before the other side finds the information is missing. This scenario is the plot of most spy movies. But according to Air Force Master Sgt. William E. Scott Jr., intelligence analyst at Tactical Air Command Headquarters, Langley Air Force Base, Va., it's a lot different in "real life."

Military intelligence personnel are concerned with gathering information needed to plan for the nation's defense. "It's not the 'cloak-and-dagger' job many people may think it is," explained Scott. "Basically, it's gathering and distribution of properly interpreted information."

To gather intelligence information, the military services rely on aerial photographs, electronic monitoring of radar and sensitive radios, and human observation. Intelligence specialists gather and study the information required to design defense plans and tactics to use against the enemy in the event of war.

Each service has intelligence specialists. Scott is an area analyst—he studies and researches certain areas of the world. "I'm a member of a team of analysts. We each cover a different part of the globe. Using intelligence-gathering techniques, I supply information about my areas to my superiors."

Army Sgt. 1st Class Richard Pruitt, senior intelligence analyst for Commander in Chief, U.S. Atlantic Command, (CINCLANT) Norfolk, Va., works in a joint command headquarters with Navy Petty Officer 1st Class Larry Woody and Marine Staff Sgt. Phillip M. Gordillo, intelligence specialists. "Being in a joint command situation, each of us provides background information in our particular areas. We combine our knowledge to get the overall intelligence picture for land, sea and air. The members of my team cover certain countries, supplying in-depth information on those areas. We also study the relationships between our areas and other countries," Pruitt explained.

"My team also supplies biographical information on military and civilian leaders of countries around the world depending upon the area of operations we're working in," Woody said. "Using the information we've gathered, we provide our superiors with the knowledge needed, in the event of war, to issue military orders of battle for ground, naval and air forces.

"Briefings to the senior staff members and other high ranking military officials on military operations, geo-political figures and complications within countries are also part of our job," Pruitt said. "At CINCLANT, we are responsible for the Atlantic Ocean, the Mediterranean, NATO and Warsaw Pact areas, North Africa and the Middle Eastern countries."

Each service provides training for their intelligence specialists. Soldiers are schooled at Fort Huachuca, Ariz., during a 12-week course. Sailors attend a 12-week basic course at Dam Neck Naval Station, Virginia Beach, Va., while the Air Force intelligence training is conducted during a nine-week course at Lowry Air Force Base, Colo. According to Gordillo, Marines are trained at the Naval Amphibious Base at Little Creek, Va., during an 11-week course.

During initial training for all the services, the students learn basic combat intelligence, how to plan aerial and satellite observations, prepare maps and charts, analyze aerial photographs, prepare intelligence reports and use computer systems.

Each service also conducts further training on the job and through advanced courses in specialized fields, depending on the given specialty of the intelligence analyst and the needs of the respective service.

There's no specific intelligence rate in the Coast Guard, according to Lt. Cmdr. Steven Cornell, branch chief of the Intelligence and Law Enforcement Branch, 5th Coast Guard District, Norfolk, Va. "Coast Guard personnel who have advanced through their normal rate have the opportunity to get into the intelligence field. A person must be at least an E-5 in rank and attend either the Air Force Office of Special Investigations course at Bolling Air Force Base, Washington, D.C., or the Federal Law Enforcement Training Center at Glencove, Ga. Once they graduate, they go through on-the-job training with the opportunity to attend advanced training in the speciality needed by their command," Cornell explained.

Being a military intelligence specialist may not involve the "cloak-and-dagger" routine of most Hollywood spy thrillers, but getting the needed information to the right people at the right time is a necessary job for the nation's defense.

Top Secret Top Secret Top Secret

B-52G gunners defend the skies

story by Linda Mitchell

The Chicago Bears became the 1986 Super Bowl champions by virtue of a total team effort. On offense, quarterback Jim McMahon relied on running back Walter Payton and the rest of the offensive team to rack up the points. However, it was Chicago's tenacious defense that afforded McMahon and his offensive crew those opportunities.

The explosive defense led by Most Valuable Player Richard Dent, along with William "The Refrigerator" Perry, contributed to Chicago's ultimate success. That same type teamwork is displayed between Air Force B-52G defensive aerial crews and crew members in allied aircraft.

The tail of a B-52G is reflected in the face shield of a helmet worn by the aircraft's defensive aerial gunner. (Photo by Staff Sgt. Jeff Ferndon)

"The gunner relies on images and coordinates to aim the gun turrets and activate the fire control systems."

The pilots command the B-52Gs and crews, but they need the support of co-pilots, navigators and enlisted crew members to get the job done.

Airman 1st Class Steve Ducharme, a B-52G defensive aerial gunner in the 69th Bomb Squadron at Loring Air Force Base, Maine, is a vital member of such a team. From inside the B-52G cockpit, he maneuvers and fires the aircraft's four .50 caliber machine guns.

"The gunner can't actually see what's going on outside the aircraft, but the B-52G's radar system detects and locks onto enemy aircraft within range," Ducharme said. "The gunner relies on images and coordinates projected on a radar screen in front of him to aim the gun turrets and activate the fire control system. With four guns aimed at the same target, there's not much chance of missing it," he added.

To ensure all systems are "go," gunners perform pre-flight checks on escape and survival equipment and aerial gunnery systems which

include the turret and communication systems. They also test radar indicators and controls, and electronic receivers which aid in detecting, evading or destroying enemy aircraft.

"Using this equipment, we can tell if there are infrared missiles aimed at our B-52G," Ducharme added. "We observe and evaluate the enemy aircraft's characteristics and tactics and record this data on in-flight logs for future study."

Equipment inspections continue after the aircraft is flying. If the gunner discovers an inoperative radar component, the equipment can still be used after a few manual adjustments.

"Defensive aerial gunners spend a lot of time in the air."

"Defensive aerial gunners don't perform maintenance on the system," Ducharme said. "If a problem is discovered, the faulty equipment is sent out for repair when the aircraft is back in the hanger."

Learning B-52G gun turret operations takes about nine months of airborne and classroom training. Prospective gunners first attend water survival training at Homestead Air Force Base, Fla., and a month-long land survival course at Fairchild Air Force Base, Wash. Four weeks of enlisted aviation undergraduate training at Sheppard Air Force Base, Texas, follows.

"Aviation undergraduate training generally familiarizes students with aircraft, and is designed for all enlisted crew members, not just B-52G defensive aerial gunners," Ducharme said.

"The final exam is a checkride, to allow the students to demonstrate what they've learned."

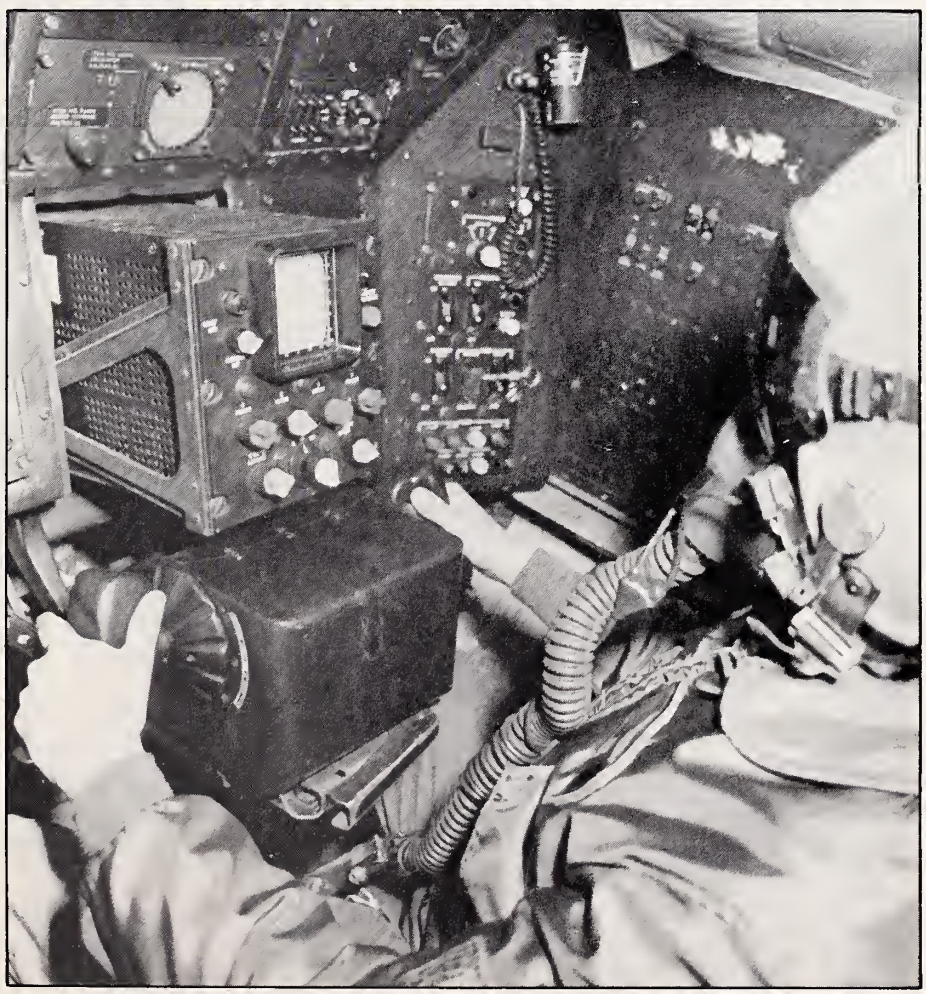
"Once they complete enlisted aviation undergraduate training," he continued, "B-52G gunners head for Castle Air Force Base, Calif. The first three months at Castle are spent in the classroom, learning aircrew duties and the B-52G system in detail. Students then receive hands-on training in mock cockpit trainers.

"Student pilots, navigators and enlisted aircrews spend the final three months in airborne training," Ducharme added.

"The final exam consists of a checkride, to allow the students to demonstrate what they've learned," Ducharme said. "The results of this checkride determine whether crew members graduate or remain at Castle for additional training." Training at Castle also includes a B-52G live-fire training exercise over the ocean.

"Defensive aerial gunners spend a lot of time in the air," Ducharme said. "Crews at Loring normally fly twice a week, logging eight or nine hours in the air and two to three hours in pre- and post-flight checks. We spend the remainder of our week in ground training and squadron duties."

Individual crew members are assigned to one particular aircraft, and like the Super Bowl candidates, must function together as a team. Like the quarterback who relies on his teammates to catch the ball and run it in for a touchdown, the pilot and co-pilot depend on B-52G defensive aerial gunners to help perform the job of flying defense for the Air Force.



Airman Michael Cook, a 69th Bomb Squadron defensive aerial gunner, works the fire control system of a B-52G. Directly in front of him, above his controls, is the track radar display which provides target information. (Photo by Sgt. Joaquin Mattias)

America's 'Last Frontier'

Come explore the beauty of the 49th state

by Karen Murdock

Alaska.

Travel posters proclaim it to be America's "Last Frontier." The first glimpse of the state's rugged beauty is enough to take one's breath away. Alaska's majestic mountain ranges, glaciers, forests and streams create a picturesque setting for its residents and visitors.

Approximately 10,000 military members and their families have the opportunity to live in Alaska. There are three major Army posts (Forts Richardson, Wainwright and Greely), two Air Force bases (Elmendorf and Eielson) and Adak Naval Air Station in the Aleutian Islands.

Fort Richardson, located in Anchorage, is home of the 172nd Infantry Brigade, headquarters of the Army forces in Alaska. Soldiers train year round to become "Guardians of the North," providing combat ready forces for the ground defense in Alaska. At Fort Wainwright in Fairbanks, arctic training is top priority. Units assigned in the continental United States rotate through Fort Wainwright for month-long winter training cycles. Fort Greely, located at Delta Junction, is the site of the Northern Warfare Training Center which provides training in arctic survival, mountain climbing and glacier crossing techniques, and the Cold Regions Test Center where equipment is tested under the stress of severe arctic conditions.

Strategically situated on the air crossroads of the world, Elmendorf Air Force Base, located in Anchorage, lies astride the polar air route between Europe, the Far East and North America. The base is headquarters for the Alaskan North American Air Defense Region. Eielson Air Force Base, located near Fort Wainwright and just 600 air miles from the Soviet Union, plays a vital role as a forward operating base for fighter, tanker and reconnaissance aircraft.

Alaska became the 49th state Jan. 3, 1959. Its 586,412 square miles equals about one-fifth the size of the continental United States. The state boasts a population of more than 410,000 people.

The major concern it seems among "cheechakos" (the Eskimo word for newcomers to Alaska) is the weather. "Sourdoughs" (people who have made it through at least one Alaskan winter) have their favorite winter story. For example, at Delta Junction, winters are dark, windy and cold. The coldest temperature recorded is minus 84 degrees (not counting the wind chill factor) and the strongest wind recorded is 104 miles per hour.

Plugging in the oil, battery and interior heaters ensures the car is ready to go on those cold winter mornings.

A rustic log cabin, nestled in the Alaskan woods, is typical of the homes built by Alaskan "sourdoughs."

Rumors of Alaska always being dark, windy, freezing cold and living in igloos may leave many cheechakos with the wrong impression. The state's climate varies from the frigid arctic in the interior and northern regions to mild in the south and coastal areas.

During the winter, special attention must be given to such things as motor vehicles. To prepare vehicles for the frigid temperatures, special under-the-hood heaters are installed to keep radiators and oil from freezing. People learn to drive on "flat-bottom tires" for the first few miles (until the tires warm up enough to round out) and to endure interior heaters that just don't seem to work efficiently.

Alaska is an extremely high cost of living area compared to the continental United States. As the state is almost solely dependent on imports, high freight rates make the cost of manufactured items and food, particularly fresh meat and vegetables, considerably higher than in the "lower 48." Extra allowances supplement military members' pay to help overcome the high prices.

Most newcomers, although terrorized at first by the tales of high prices and winters that last forever, discover that Alaska is a special place. On clear winter nights, people have the opportunity to view and photograph one of nature's most spectacular shows—the aurora borealis or the northern lights formed by the earth's magnetic poles. The colors change dramatically from green to yellow to red.

Winter sports are numerous and include dog sled racing, ice fishing, skating, snowmobiling, hockey, cross-country and downhill skiing, and snowshoeing. Alaska also offers a challenge to hunters with big game such as the Kodiak bear, Dall sheep, moose, caribou, elk, wolf, wolverine and musk ox.

Summers are special as the sun never seems to set. Throughout the summer, it's not uncommon to play softball until midnight using natural light. Hiking and fishing until the early morning hours are accepted norms.

A tour through the Denali National Park and Preserve gives a glimpse of Alaska at its finest. Denali, meaning "great one," is the Indian name for Mount McKinley, the highest peak in North America. A commercial shuttle bus offers park visitors an all-day 90 mile tour of the preserve, with plenty of chances to view the wildlife in a natural habitat.

At Erickson's Crow Creek Gold Mine, site of the 1898 gold discoveries, visitors can rent equipment and try their luck panning for gold in the stream. The Forest Service provides maps of all creeks where gold deposits have been found.

Whatever the reason for coming to the "Last Frontier," whether on military assignment or just for a visit, cheechakos should take the time to enjoy Alaska and form opinions based on their own personal experiences.

The lead dog howls in anticipation of the race as the young driver receives last minute instructions from mom and dad.

PRESIDENTIAL ELITE

story and photos
by Linda Mitchell

The television reporter on the evening news announces that President Reagan and his staff members will momentarily be arriving at Andrews Air Force Base, Md. The station then switches to a live, on-the-scene broadcast as Air Force One lands.

The TV news crews focus their cameras on the aircraft's exit door. As the news crews await the appearance of Air Force One's passengers, the crews of two green and white Marine Corps VH-3D helicopters prepare to fly the president and his staff to the White House.

Pilots in the helicopter cockpits perform last-minute preflight checklists. Two Marine Corps enlisted military policemen, clad in their distinctive dress blue uniforms, pace a security perimeter around the helicopters. Similarly attired Marine enlisted helicopter crew chiefs ready the helicopters' steps for boarding.

Television viewers watch as the president approaches the lead helicopter. The Marines snap smartly to attention and salute the commander-in-chief as he boards.

"When he returns our salutes, he often smiles and thanks us for a job well done," said Staff Sgt. John McKeon, one of the crew chiefs who greet the president. McKeon and the other Marines belong to the elite

"When he returns our salutes, he often smiles and thanks us for a job well done."

President and Mrs. Ronald Reagan wave to spectators and press from the door of the Marine Corps helicopter. Marine Corps crew chiefs and security police in their distinctive white hats stand at attention near the foot of the stairs.

Two Marine Corps security policemen pace a security perimeter around the two Marine Corps helicopters on the Andrews Air Force Base, Md., flightline. Pilots and copilots run through preflight cockpit checklists prior to President and Mrs. Ronald Reagan's departure.

"Our ground duties include limiting access to the Presidential area to authorized personnel."

helicopter unit, HMX-1, also known as Marine Helicopter Squadron One, based at Marine Corps Air Facility, Quantico, Va.

"To be assigned to HMX-1 is definitely an honor," said McKeon, "but it also involves a lot of hard work."

Preflight mission planning for crew chiefs includes ensuring their maintenance crews keep the helicopters in excellent working order. "Maintenance crew members are experts in specific functions such as hydraulics, navigational aids, fuel, or communications systems. Crew chiefs must be knowledgeable in all aspects of maintenance so they can inspect repairs made to the helicopters," McKeon said. Prior experience in other Marine Corps units is required for maintenance personnel before applying for this special duty.

Before departures, crew chiefs assist passengers in boarding and ensure the safety of the aircraft's cargo section by properly stowing luggage. They also provide refreshments for the passengers when requested and ensure the communications equipment is operational.

While airborne, crew chiefs sit behind the pilots, serving as an extra set of eyes and ears, remaining alert to avoid problems should they arise during the flight.

"Since arriving here, the other enlisted flying crew members and I have become flight qualified, after completing enlisted flight crew training and water and land survival training," the crew chief added.

Providing air transportation for the president, vice president, visiting dignitaries and authorized government officials requires planning and coordination. This task is accomplished by plans officer Maj. Jim Hildreth and fellow pilots.

"To become an HMX-1 pilot, Marine Corps aircrew officers first attend pilot training on rotary (helicopter) aircraft. After gaining substantial flight experience at other Marine Corps helicopter squadrons, they may apply for this assignment," Hildreth said.

While crew chiefs and pilots perform their duties, Cpl. Don Deming and other military policemen provide aircraft security. "Our ground duties include limiting access to the Presidential area to authorized personnel, whether at Quantico, at Camp David, or on the ranch in California," Deming said. White House Secret Service agents provide protection for the president and his entourage.

Unlike the other HMX-1 squadron members, military policemen are the only support personnel who may be assigned to the unit directly from school. "Representatives from HMX-1's security office screen Marines attending military police training at Lackland Air Force Base, Texas, and choose the top volunteers," Deming explained.

While duty in the Presidential Support unit carries a lot of responsibility, there are rewards as well. "You would expect the president and other dignitaries to be too busy to pay attention to us," McKeon said, "but that's not the case. Many go out of their way to speak to us as they board. The president has, on occasion, even visited with Marines walking guard duty."

"The Reagans have eaten dinner with members of our unit in the enlisted dining facility at Camp David," Hildreth said. "We also have been invited to White House Christmas parties."

Marines in this special unit earn the Presidential Service Badge. "Each badge is assigned a serialized number, similar to the limited editions of Olympic medals. It's not an automatic award. Thirteen months of hard work go into earning it," Hildreth said.

Hard work and job performance are first priority when the call comes to meet the president on the flight line at Andrews. The Marines of HMX-1 are ready and waiting to fly whenever and wherever the president's commitments dictate.

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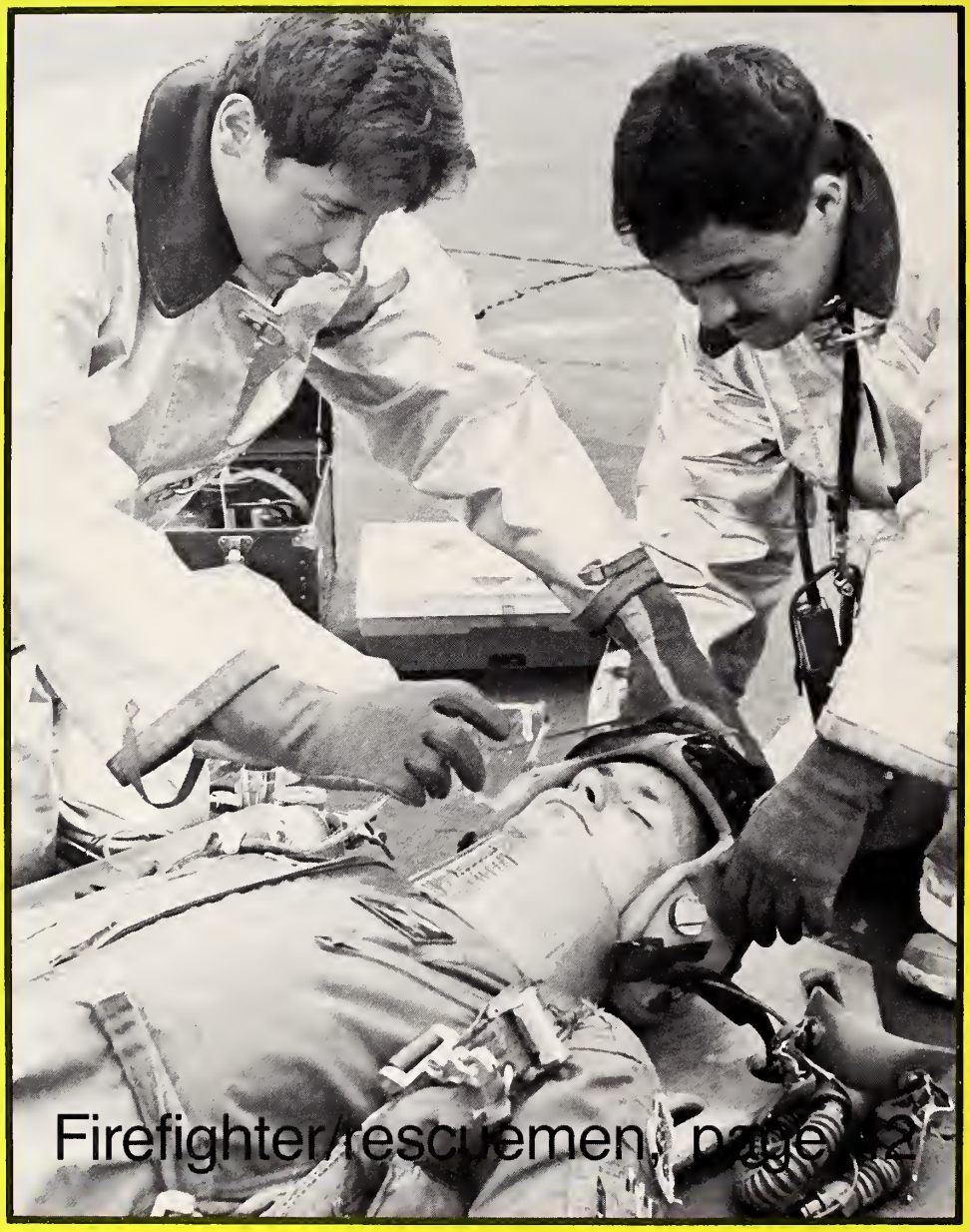

Firefighter/rescuemen, page 12

Anxiety is simply part of the condition of being human. If we were not anxious, we would never create anything.

William Barrett

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